

# RAIL REPORT

June – July 2017 • No. 682



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Forging The West

Presented by Jim Havey

June 13th, 2017 • 7:30 PM

The Colorado Fuel and Iron Company began with the utopian vision of a Civil War General in 1872 and grew to become the largest steel mill in the Western United States. By the turn of the 20th Century it was the largest private landowner and the largest employer in Colorado. Its mines and mill provided iron and steel products critical for the growth of key western industries. While a melting pot of ethnic groups kept the machines humming, CF&I also played a pivotal role in the tumultuous history of American labor relations.

Forging The West continued on Page 2

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

### RMRRC 2017 Calendar

June 24: Como Workday.

**July: There is no monthly meeting in July.**

July 15: Denver, Boulder & Western Roadbed Tour.

July 29: Tiny Town And Grand Parents Day Trip.

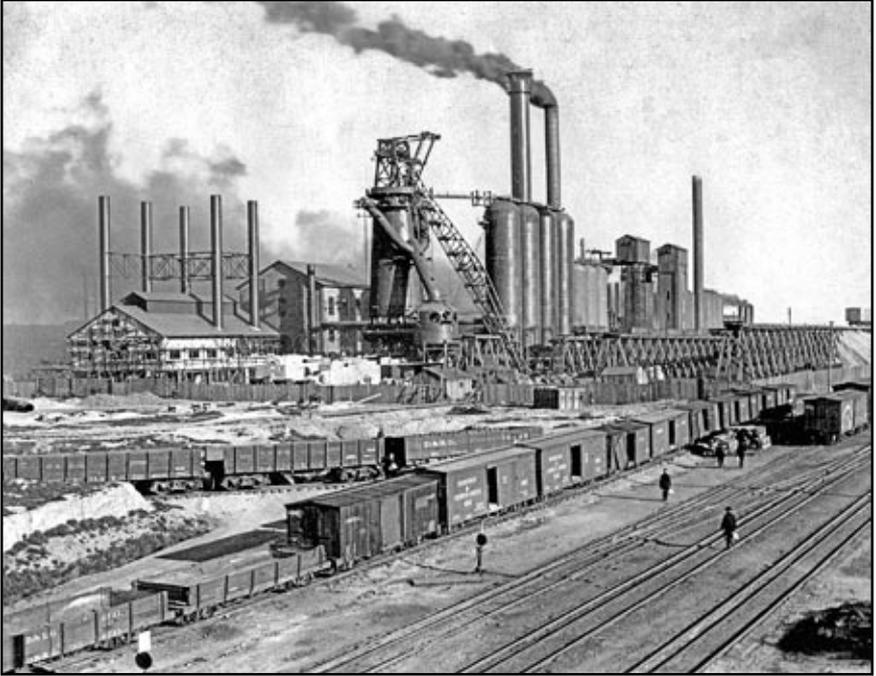
August 8: Monthly Meeting and Video Documentary, "Selling Sunshine" By Richard Luckin.

August 11-14: San Juan Corkscrew Turntable Tour.

Due to circumstances beyond our control, programs and dates are subject to change without notice.

Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

## Forging The West



The Colorado Fuel and Iron Company (CF&I) grew to become the largest steel mill in the Western United States. CF&I built the first steel mill west of the Mississippi River. CF&I mines and mining towns operated throughout the West, while subsidiary companies stretched from Massachusetts to California. Its mills in Pueblo, Colorado, provided iron and steel products for agriculture, transportation, mining and other industries critical to western development.

– Photo Courtesy of Steelworks Center Archives.

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Forging The West continued from Page 1

From the Emmy Award-winning team of HaveyPro Cinema, *Forging The West* reveals the human side of an epic American story about the steel mill that fueled the development of the West, its railroads, people, politics, and, to a large degree, its character.

### **Remember: No July Club Meeting In Barnes Hall**

For Rail Report 682, the masthead photo features Jersey Central (CNJ) #682, a 2-8-0 “Camelback” in a “rods down” view.

– Photo from the Tom Klinger Collection.



The Colorado Fuel and Iron administrative building located in Pueblo, Colorado.  
– Photo Courtesy of Steelworks Center Archives.

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## President's Report

By Steve Mason

I went up to Cheyenne on Saturday, May 20th, for Cheyenne Depot Days. Snow had fallen throughout Wyoming on Thursday, May 20th, closing I-80. In fact, Cheyenne had about 8-inches of snow on the ground and it was hard on the trees. It seemed like winter up there. I went up on US-85 thinking I could go west on I-80 to I-25, but I-80 was down to one lane west so it was nothing but a parking lot of big rigs.

Due to this storm there was a lot of snow on roofs of the back shop and roundhouse plus lakes in the parking lots surrounding these areas, so Ed Dickens, Steam Program Manager, wisely called off the tour through these areas. They were rescheduled for Sunday. He gave talks in the depot in the morning much like he did at the January Club meeting we had at the Church. The live steam tour was also called off. The model train show was at the fair grounds and there

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## Member Interest Survey

If you haven't completed the survey form in the May *Rail Report*, please fill it out and either mail it to The Rocky Mountain Railroad Club Survey, PO Box 2391, Denver, CO 80201-2391 or bring it to the June Club meeting. A PDF version of the survey form is also downloadable from the club website. The completed form can also be Emailed back to the address provided.

## President's Report

were also exhibitors in the depot as well as the HOn3 layout of the old Colorado Central Clear Creek line on the second floor. It was still worth the \$10 admission and if you missed it, next year is another chance!

One of the neat things you can do is to go on-line to You Tube and search for "UP Steam Program" and there are talks Ed Dickens gives starting in 2013 when 4014 was prepared to be moved from Pomona, California, to Cheyenne up to the present.

So what is the situation now? Most of us know that the front engine has been disconnected and moved out in front of the rear engine and the boiler. The only original wheels still under the 4014 are on the trailing truck. The motion work has been taken off. The engine truck has been removed. All the drivers have been removed and are presumably being turned. All the springs have been removed.

Ed said they are getting new forged crosshead guides. Each crosshead guide half will weigh 1,000 pounds and be machined down to around 400. He said that the old ones on 4014, 844, and 3985 are quite worn so they will also be replaced.

Parenthetically, when working with steel, the steel can be extruded, cast or forged. Extruded is when it is rolled into stock shapes like "I" beams, rail, angle iron and so on. Importantly, the steel grain lies so it is in line with the extrusion. In casting, steel can be made to assume complex shapes as it is poured as a

liquid at 2,700 degrees into a mold. The grain goes in all directions and there is no inherent strength. Strength is imparted due to mass.

Forging is where the steel is heated up, usually, to yellow heat, and a drop or steam hammer shapes the metal into the desired shape. The first blow roughs the shape out and second starts the shape to form and usually the last pass then forms the metal into near final shape. Usually auto connecting rods and always crankshafts are done this way. The main reason is a forging rearranges the internal grain so at the weakest points the metal grain is dense and follows the shape of the design, thus making it less likely to fracture.

So during a revolution of the main driver on a locomotive at top and bottom dead center the forces acting on the crosshead guides are largest. The crosshead guide tends to want to spring up and to a lesser degree down. The 844, 3985, 4014 all have multiple bearing crosshead guides. They are attached to the frame just in front and behind the ends of the crosshead guide. These crosshead guides and crossheads have the most amount of bearing surface. They are far superior to the commonly used "alligator" crossheads. The crosshead itself is lined with a babbitt material to take up wear and must be renewed periodically.

I did not see the new overhead crane for getting the 844 in operation last year in time for the Frontier Days Train. They take a while to make. Ed has eight very dedicated guys full time to do this work.

## President's Report

In case you are wondering, I am an old shop teacher.

The Cheyenne Frontier Days Train will run Saturday, July 22nd leaving Denver around 7:00 AM. They had their drawing for tickets and the trip is sold out.

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know. I am here for you. Many of you are my friends going back many years and it is a pleasure to serve you. – *All Good Wishes, Steve*

**Four Foundation grants were awarded by the Board. 2017 recipients are:**

- The DSP&P Historical Society for electrical work on the restored depot in Como, Colorado.
- The Durango RR Historical Society for continued restoration work on D&RGW refrigerator car #39.
- The Pueblo RR Museum for re-painting the Santa Fe #2912 steam locomotive tender.
- The South Park Rail Society for repairs on the locomotive tender for Klondike Mines #4.

### Rocky Mountain Railroad Club And Historical Foundation Board Meetings

The combined Board meetings are normally the Monday following the regular Club meeting in the meeting room at Nicolò's Pizza, 7847 West Jewell Avenue in Lakewood, Colorado. Those wanting to eat dinner arrive at 5:30 PM. The Club business meeting starts at 6:30 PM followed by the Historical Foundation meeting. Meetings typically end by 7:30 to 8:00 PM. Any member wanting to address the Board will be scheduled early in the meeting.

I personally urge any member to attend a Board meeting if you have any concerns you would like us to address. We want input from you, in fact, we earnestly solicit it. Sometimes during dinner and after the meetings we visit and it is more informal. Members are certainly welcome to attend that as well. You are always welcome.

### “Grand Parents Day” at Tiny Town Saturday, July 29th

We are going to have a “Grand Parents Day” at Tiny Town on Saturday, July 29th, from 10:00 AM to 5 PM. Tiny Town is located at 6249 S. Turkey Creek Canyon Road outside Morrison (80465). Use the North Turkey Creek Road exit off Highway 285. As it is normally inexpensive, I couldn't finagle a cheaper price. Admission for any adult (even Seniors) is \$5.00, kids ages 2-12 are \$3.00

each, kids under 2 are free. Train rides are available for \$2.00 per ride.

If Grandpa and Grandma, two grand kids go, it would be \$24 if everyone rode the train (You can't get two burgers at Coors Field for that). There is a stand with drinks, ice cream, hot dogs, pop corn and so forth. Tiny Town brochures will be available at the June meeting.

## Colorado Railroad Museum Special



The Colorado Railroad Museum ran a double header special with 346 and 491 on May 6, 2017. – Photo © 2017 George Lawrence.

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### Como Club Tour – June 24th

By Pat Mauro

As many of you know, we're laying rail in Como this summer, along with other projects. We have five more work-days scheduled, so that we can have a train running in Como for Railroad Day 2017!

We will give a tour of the facilities including the restored Como Depot. You can come to work on the project or come just for a tour. If you come to work we will have track tools available. Wear jeans, have work gloves and wear steel toed shoes. We plan to lay more track in front of the Como Depot. Lunch will be served to volunteers working on the project.

While there are more work days scheduled, June 24th will be the work day for the RMRRC. Everyone is welcome to come up on the other work days also, but June 24th is the Club day.

Carpool if possible. Please call Pat Mauro @ 303-838-7740 if you plan on coming up, or have questions. For more updates on the Como project, go to [southparkrail.com](http://southparkrail.com).

#### Como Work Party Dates:

Saturdays: June 24, July 15  
Sundays: June 11, July 2, July 30

## Denver, Boulder & Western Tour

Saturday, July 15th

Steve Mason will lead a tour of the entire Denver, Boulder & Western. We will be leaving at 9:00 AM



starting from the parking lot at the Justice Center at 6th and Canyon in west Boulder (1777 6th Street, Boulder 80302). You will need high clearance truck or car as Boulder County gives the road minimal maintenance. As pull-offs are short and limited we should arrange car pools at the Justice Center.

We will go up Boulder Canyon and turn right into Four Mile Canyon. On the way up Four Mile Canyon, we will stop at Wall Street for a tour through the James F. Bailey Assay Office and Museum. This was part of the Gold Extraction Mill. The large foundation about a hundred yards just beyond Wall Street is part of this old mill. The wall is about 60-feet high.

We will drive up to Crisman and go left up to Sunset, driving the entire trip on the railroad grade. At Sunset we will turn left and continue up past the Sugarloaf townsite, past Glacier Lake, and come out onto the Peak-to-Peak highway.

We will then go down to Nederland and have lunch in the railroad cars there. Lunch is on your own so everyone can buy what they want from the menu. There is

a bathroom at the restaurant.

Then we will take the Peak-to-Peak highway

to Ward, see the only remaining depot from the Switzerland Trail and descend to Left Hand Creek. We will ascend to the Gold Hill Road and hook up with the other side the Switzerland Trail and descend back to Sunset. Then we will return to Boulder to reunite with our cars. We should be back at the Justice Center by about 4:00 PM.

If anyone wishes, Steve will show them the old "Boulder Union Station" which used to be on Water Street, now Canyon Boulevard and has been moved twice after that by the Boulder JayCees.

I am going to arrange to have Forrest Crossen's book, *The Switzerland Trail of America* available in various forms. If you want to buy Crossen's book, prices are \$40 for softbound, \$50 for hardbound, and \$75 for hardbound, signed. These are very good prices and all books are brand new, not used. Call Steve to make arrangements to order a book.

There will be a sign up sheet at the June meeting for the field trip. There is no charge for members and their guests. If you have any questions or to sign up for the trip, please call Steve at 720-371-8536.

# Corkscrew Gulch Turntable And Silverton Area Field Trip

August 11th – 14th

Another planned field trip takes us to southwestern Colorado. We will hike to the Corkscrew Gulch Turntable just East of Red Mountain Pass on US-550 between Ouray and Silverton. Plan to leave Denver on Friday, August 11th, traveling all day to Silverton in your own Jeep.

We will assemble in the King Soopers parking lot at Pine Junction at 7:30 AM and wait until 8:00 AM, then leave. We will caravan roughly across South Park and have breakfast at an agreed place. Gas will need to be replenished in Gunnison and there are a number of reasonably priced stations along US-50. Our goal will be to have the bring-your-own picnic lunch in the city park in Lake City by 1:00 PM.

The route will be US-285 to Poncha Junction, then west on US-50 to Blue Mesa Reservoir. Then south on CO-49 to Lake City. We will then go up Henson Creek and over Engineer Pass, drive out to “OH, Point!” and down to Animas Forks. Then up California Gulch, over California Pass, high above Lake Como, over Hurricane Pass and down to Gladstone. We will follow the Silverton, Gladstone and Northerly into Silverton where we can pick up a motel (Steve can provide a list). We can poke around town to see the Casey Jones and the engine house where D&RGW #315 is and the Silverton Depot.

On Saturday, August 12th, we will take US-550 towards Ouray on the old Silverton Railroad grade. We will drive down to County Road 33 and work our way into the Yankee Girl head house

and a spot where Denny Haefele has us park. We will hike into Corkscrew Turntable, about a half a mile. Make sure you bring along R.E.Sloan and Carl A. Skowronski's *The Rainbow Route, An Illustrated History*. We will see many of the sites shown in that book. In Silverton it is fun to eat in the “Brown Bear Cafe” on Greene Street as the walls have many photos of mines, now gone.

On Sunday, August 13th, we will go out of Silverton and go on the county road down by the Animas River which was the Silverton Northern Railroad grade past the ruins of the Silver Lake Mill. The #315 group wants to rail that grade again as far as Howardsville where the two county roads come back together. We can poke around up to Animas Forks where there are still ties left by the foundations of the Gold Prince Mill which was destroyed by an avalanche.

On Monday, August 14th, we will go over Cinnamon Pass to Lake City and if we are there by Noon or earlier, we will be in Denver by 6:00 PM. Lake City has a replica of an old D&RGW depot they use for city purposes. The Hinsdale County Museum has a narrow gauge caboose next to their building downtown. We will travel back to Denver via Cinnamon Pass and Lake City, CO-49, US-50, and US-285.

It is suggested you make your own motel or lodging reservations in Silverton for the three nights of August 11th, 12th, and 13th. All meals will be on your own. Gas will be on your own. The Triangle gas just out of town are expert in

## Corkscrew Gulch Turntable And Silverton Area Field Trip



The William Duncan house in Animas Forks in August 1990.  
– Photo © 1990 Bruce Nall.

Jeep repairs, have tires and do not over-charge, if you should need that.

The Club will not provide gas, motels, or meals nor will the Club charge anything for the tour. A Jeep Wrangler comfortably holds two although they seat four. There has to be a place for suitcases. The exposure on the passenger side or the back seat can be terrifying if you are not used to it. The San Juans are the real deal as far as Jeeping goes. Steve has been Jeeping down there since 1987 and

has never bent up any sheet metal. We will take it easy and you will see amazing things.

Make sure to bring warm clothes and dress in layers. There are two seasons there: winter and the Fourth of July! Silverton is at roughly 9,600 feet in elevation and the passes are higher. You must have four wheel drive and high clearance for this trip. If you have any questions or to sign up for the trip, please call Steve at 720-371-8536.



U.P. #844 was climbing eastbound, about to enter Wyoming from Utah, returning to Cheyenne from a trip to Idaho on April 27, 2017. There was no diesel unit in this consist. – Photo © 2017 Dave Schaaf.

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## Information For The Railroad Enthusiast

By Dave Schaaf

Union Pacific has announced a series of events over the next two years to honor the completion of the Transcontinental Railroad in 1869. A display featuring historical photos and descriptions will travel to communities with historical ties to the railroads' development. A custom panel highlighting each community's railroad connection will be created and gifted to the corresponding community. Union Pacific's community partners along the transcontinental route will be presented with a commemorative golden spike encased in a glass box. Related steam train runs are planned for the spring of 2019.

A narrow-gauge "Gramps" tank car has recently been retrieved from a farm near

Antonito, Colorado. It has been moved to the car repair facility there for restoration. This will be the third "Gramps" car on the C&TS when finished.

This season, the D&S NG RR is offering journeys that originate in Silverton, Colorado. This trip is ideal for passengers staying in Silverton, Ouray or Telluride wanting to experience the Durango & Silverton without making the early morning drive to Durango. They can return that evening by shuttle van at 7 pm. The company will also offer a unique opportunity for rail fans to experience the exciting journey between Rockwood and Silverton aboard a semi-private motorcar. Limited dates and capacity on these runs. Reservations via 1-888-884-8338.

## Information For The Railroad Enthusiast



An eastbound special led by U.P. #844 rolls up to the depot in Green River, Wyoming. A few snow flurries were in this very windy sky on April 27, 2017.  
– Photo © 2017 Dave Schaaf.

In eastern Montana, BNSF is cutting its shop workforce by about half at the Glendive facility. The Bakken oil boom has declined since 2012, lowering the demand on this former Northern Pacific line.

Norfolk & Western J-Class steam engine #611 delighted railfans with Memorial Day weekend runs in Virginia.

In Minnesota, Duluth & Northeastern engine #28 has returned to steam. It was last in regular service in 1964, and was built by ALCO's Pittsburgh works in 1906 as #332 for Duluth, Missabe & Northern. This 2-8-0 was restored by the Lake Superior Railroad Museum, and

will make public trips this summer.

After the final Ringling Brothers Circus performance last month, the railroad equipment was dispersed. The various new owners are obligated not to disclose which pieces they got, or even where they came from. Rumor has it that food-prep cars were in big demand.

Rio Grande Modeling & Historical Society 2017 Convention will be held in Denver from August 27-30, 2017. This will be the first one since 2009, and takes place right before the national narrow gauge convention. More info online at [www.rgmhs.org](http://www.rgmhs.org)

## Current Railroad Happenings



Norfolk Southern newest Tier 4 units; NS 3647, 3675 & NS 3679 were the only power on BNSF's Lincoln, Nebraska, to Denver train H LINDEN1-28a at Barr, Colorado, on March 29, 2017. The train got a new BNSF crew at Tonville and moved to Barr Siding where it waited for BNSF's 31st Street Yard – Denver space. – Photo © 2017 by Chip.

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### Union Pacific Historical Society Denver Convention

July 26 to 29, 2017

At the Doubletree by Hilton Hotel Denver, Stapleton North, 4040 Quebec Street, Denver, CO 80216. Information at <http://uphs.org/conventions/current-convention/>

On the agenda (Subject to change) is a reception at the Forney Museum of Transportation, an extra-fare tour of the Union Pacific Steam Shop in Cheyenne and the Colorado Model Railroad Museum in Greeley, an extra-fare ride on the Royal Gorge Route railroad, swap meet, clinics and banquet. The banquet speaker will be Mr. Jerry Davis, past president of UP, SP and CSX railroads.

Topics for clinic presentation include Union Pacific and Rio Grande operation and traffic in Colorado, and UP steam fan trips out of Denver.

Early registration rate (before June 30): \$225. Late registration (after June 30): \$250. See [www.uphs.org](http://www.uphs.org) for more information and to download a registration form

## Events of Railroad History: Otto Mears Says Moffat's Suit Is Spite Work

*Denver Post*, June 22, 1905

Contributed by Dan Edwards

"Spite." That is what Otto Mears, whose likeness appears in one of the stained glass windows at the state house, says caused the First National bank to sue him for interest on notes endorsed by him, the suit being supposedly instituted at the instance of D.H. Moffat, whose likeness does not appear in any of the stained glass windows at the state house.

Mrs. Mears sued the Chesapeake Beach railroad owned by D.H. Moffat for \$7,000, as she held a note signed by Mr. Moffat's brother recently deceased, who was treasurer of the company. This aroused the ire of Moffat, Mears says, and the former caused suit to be filed in the district court on notes that Mears had forgotten about.

Mears says that sometime prior to 1893 he gave Mr. Moffat \$225,000 worth of stock in the Rio Grande Southern for nothing. Later Mears paid Moffat about \$195,000 for the stock and owed him the remainder. Shortly afterwards the [1893] panic came and Mears lost everything.

"I told Mr. Moffat that he ought to call the balance off," said Mears, "as he had paid nothing at all for the stock in the first place and then got \$195,000 for it. He said: 'Well, you better give me



Otto Mears

your note for it,' and I did. I never got any money on the note, and no one received any benefit from it. What he is suing me for now is the compound interest on that note since 1893. He is not suing for the principal; I guess he will do that later."

Mr. Mears says that he is not broke by any means and that he is fixed well enough to pay all of his legitimate debts. He says that Charles Poper, against whom Moffat holds the note, is well able to pay his bills and that he owns extensive herds of cattle in Colorado and Utah. He also owns considerable real estate in the West.

Mears is experimenting with a gasoline automobile for railroad use. Trial trips in the new railroad auto, which is being built by the Mack Bros. Motor Car company of Allentown, Pa., will soon be made on the Denver & Rio Grande.

Charles Poper and Mears are preparing to sue the Chesapeake Beach road on notes held by them. Mears built the road, which he later turned over to Moffat.

[*Note: In 1905, did Otto Mears have a vision of a "Galloping Goose" - type vehicle that would run on his RGS, but not until 26 years later?*]

## Current Railroad Happenings



Kyle RR freight action on the Goodland Subdivision. Kyle RR 3099, SD45T-2, Kyle (ex-Utah Railway) 5004, MK50-3, and Kyle 3098, SD45T-2, accelerated a west-bound train out of Ruleton, Kansas, after a new crew boarded on April 12, 2017. – Photo © 2017 by Chip.

### Colorado Railroad Museum

For information call 303-279-4591 or <http://www.coloradorailroadmuseum.org/event-listings>

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers. Please contact the volunteer coordinator at the CRRM.

### Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Wednesday, June 21, 2017

Dinner Meeting at Red Lobster, 4455 Wadsworth Blvd., Wheat Ridge, Colorado

Dinner at 5:30 PM – Meeting begins at 7:00 PM

Program – “Selling Sunshine”

Richard Luckin’s new documentary on the Florida trains.

## **Publishers Statement — Rocky Mountain Rail Report**

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### **Club Information**

Rocky Mountain Railroad Club  
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Web: <http://www.rockymtnrrclub.org>  
Facebook:  
[www.facebook.com/rockymtnrrclub](http://www.facebook.com/rockymtnrrclub)

### **Club and Foundation Officers**

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

### **Club and Foundation Directors**

Andy Dell, Nathan Holmes, Dennis Leonard, Pat Mauro,  
Debbie MacDonald, Michael Tinetti, Nick Valdez.

### **Membership Information**

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year. New members who join in-person at a meeting will be given a free copy of the Club history book

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

### **Board Meetings**

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

### **Newsletter Contributions**

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579

E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

**Items for the August 2017 Rail Report should be sent by July 14th.**